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Interoffice Communication

To J. W. Ware

From M. G. Jakel

Date March 23, 1981

Subject Startup and Operation of the Rail Car Blower System

The Rail Car Blower, BL-420, will be used to reduce employee exposure to vinyl chloride emissions from leaking rail car domes during rail car loading operations. The blower system will pull air into the dome and out the side port hole through a 6" hose into a common header. Air collected in the common header will be exhausted through a stack at an elevation of 60 feet above grade.

Prior to opening the domes of the vinyl rail cars after they arrive in the plant the 6" black and orange hose will need to be fitted snuggly to a port hole by hooking both of the attached straps to two other side port holes in the dome (see attached drawing). After the hoses have been attached to the domes, the blower, BL-420, can be started from either guard shack. All domes must have hoses hooked up before they can be opened; however not all hoses need to be hooked up before the blower is started. Once the blower has started, the domes can be opened up. The blower will be shut off and the 6" hoses disconnected only after the loading operation is complete and the domes closed.

A low amperage alarm is provided for the blower to alert operators when there is low air flow through the system. A vacuum bleed valve is included to admit air to the blower suction when low amps (low flow) occurs, to protect the compressor from surging.

Bleeders in the common header should be opened on a weekly basis to drain any liquid which may have entered the system.

If there are any questions please call me at extension 5049.

Mark G. Jakel
Process Engineer

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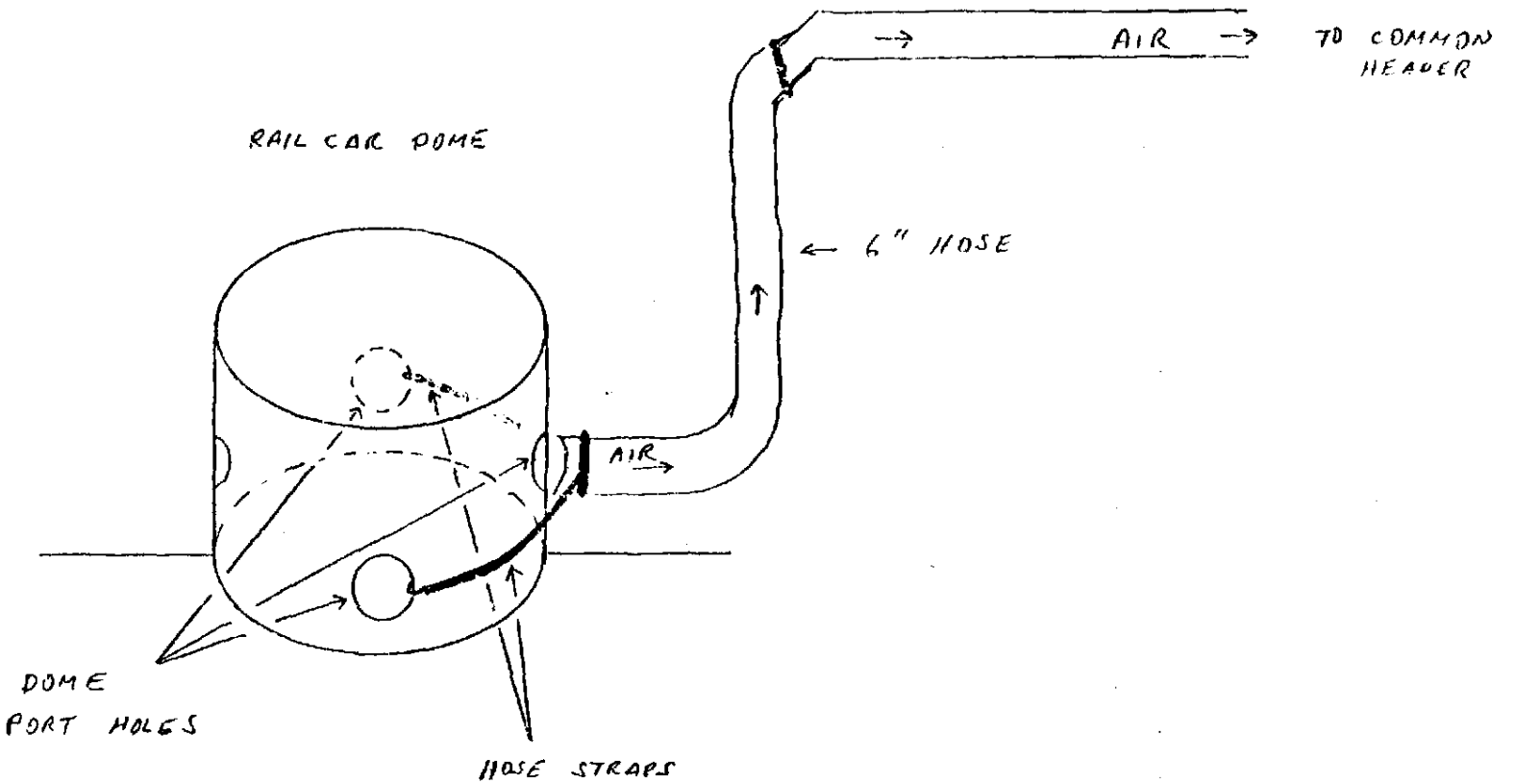
CC:
JAD-GLF-JWW(15)-CWT-JRH(4)-DLD-PLF-PE



DRAWING-1
RAIL CAR BLOWER SYSTEM
HOSE HOOKUP